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RESEARCH MEMORANDUM

WIND-TUNNEL INVESTIGATION AT SUBSONIC AND SUPERSONIC SPEEDS OF A MODEL OF A TAILLESS FIGHTER AIRPLANE EMPLOYING A LOW-ASPECT-RATIO SWEPT-BACK WING - EFFECTS OF EXTERNAL FUEL TANKS AND ROCKET PACKETS ON THE DRAG CHARACTERISTICS

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NATIONAL ADVISORY COMMITTEE FOR AFRONAUTICS

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RESEARCH MEMORANDUM

WIND-TUNNEL INVESTIGATION AT SUBSONIC AND SUPERSONIC SPEEDS OF A MODEL OF A TAILLESS FIGHTER AIRPLANE EMPLOYING A LOW-ASPECT-RATIO SWEPT-BACK WING - EFFECTS OF EXTERNAL FUEL TANKS AND ROCKET PACKETS ON THE DRAG CHARACTERISTICS

By Willard G. Smith

SUMMARY

The effects of external fuel tanks and externally mounted rocket packets on the drag characteristics of a model of a tailless fighter airplane are presented in this report. The investigation was conducted through a Mach number range of 0.60 to 0.90 and 1.20 to 1.70 at a constant Reynolds number of 3.2 million. The measured lift, drag, pitching-moment, and rolling-moment coefficients and lift-drag ratios are presented in tabular form and the drag characteristics and lift-drag ratios are also presented in graphic form. In addition, pressure distribution data are tabulated which may be used to determine the influence of the external stores on the wing load distribution at supersonic speeds.

Results of this investigation show that the addition of two external fuel tanks and four faired rocket packets to the model produced drag increments which increased from 30 percent to 50 percent of the drag of the basic model between Mach numbers of 0.60 and 0.90, respectively, while at supersonic Mach numbers this drag increment was approximately 30 percent of the drag of the basic model. Tests of the model fitted with four rocket packets indicate that the drag may be reduced at subsonic speeds by fairing the open rocket packets, but at supersonic speeds the faired packets produced more drag. A small decrease in drag was realized at supersonic speeds, for the model fitted with two fuel tanks and four rocket packets, by mounting the outboard packets and fuel tanks in a more forward chordwise position with respect to the wing.

INTRODUCTION

Knowledge of the increases in drag to be expected from the addition of externally mounted fuel tanks and armament under the wings and fuselage becomes increasingly important as the trend continues toward long-range, high-speed fighter airplanes carrying rocket-propelled armament. An



investigation of the effects of this type of external installation on the aerodynamic characteristics of a model having a low-aspect-ratio swept-back wing has been conducted in the Ames 6- by 6-foot supersonic wind tunnel. The model was fitted with various combinations of under-the-wing type rocket-packet and fuel-tank installations and tested at subsonic and supersonic Mach numbers at a constant Reynolds number. Two chordwise locations of the fuel tanks and rocket packets were investigated and the rocket packets were tested with the ends of the packets faired smooth and with the rocket tubes open. The results of this investigation are presented herein. The results of an investigation of the stability and control characteristics of this same model conducted in the Ames 6- by 6-foot supersonic wind tunnel are presented in reference 1.

NOTATION

The lift, drag, and pitching-moment coefficients are referred to the stability axes with the origin at the quarter-chord point of the mean aerodynamic chord projected to the fuselage center line. Rolling-moment coefficients are referred to the fuselage longitudinal axis.

```
b
            wing span, feet
            local wing chord measured parallel to plane of symmetry, feet
C
           wing mean aerodynamic chord \left(\frac{\int_{0}^{b/2} c^{2} dy}{\int_{0}^{b/2} c^{2} dy}\right), feet
           drag coefficient \left(\frac{\text{drag}}{\text{cS}}\right)
C_{D}
           increment of drag coefficient due to external-store installation
C_{D_n}
              or fuselage modification based on total wing area
              (C<sub>Dmodel + store</sub> - C<sub>Dmodel</sub>)
           lift coefficient \left(\frac{\text{lift}}{\text{gS}}\right)
CT.
           rolling-moment coefficient (rolling moment)
           pitching-moment coefficient (pitching moment)
c_{m}
           static pressure coefficient \left(\frac{p-p_0}{c}\right)
c_p
           lift-drag ratio
```



$\left(\frac{\overline{D}}{\overline{D}}\right)_{\max}$	maximum lift-drag ratio
M	free-stream Mach number
p	local static pressure, pounds per square foot
p_o	free-stream static pressure, pounds per square foot
q	free-stream dynamic pressure, pounds per square foot
R	Reynolds number, based on the mean aerodynamic chord
S	total projected wing area, including area formed by extending leading and trailing edges to plane of symmetry, square feet
Y	spanwise distance from plane of symmetry, feet
α	angle of attack of fuselage longitudinal axis, degrees

APPARATUS

Wind Tunnel and Equipment

The present investigation was conducted in the Ames 6- by 6-foot supersonic wind tunnel. This is a closed-return, variable-pressure wind tunnel in which the pressure and Mach number can be continuously varied. The stagnation pressure can be varied from 2 to 17 pounds per square inch absolute and the Mach number can be varied from 0.60 to 0.90 and from 1.15 to 2.00. A complete description of the wind tunnel is given in reference 2.

The model was sting mounted with the pitch plane of the model horizontal in the wind tunnel to utilize the most uniform stream conditions. (See reference 2). A four-component electrical strain-gage balance, similar in design to that used in reference 3, was enclosed within the fuselage of the model. The aerodynamic forces and moments were registered by recording-type galvanometers calibrated by applying known loads to the balance.

Model

A model of a high-speed fighter airplane having a low-aspect-ratio, swept-back wing and a swept-back vertical tail but not horizontal tail was used in this investigation (fig. 1). A bubble-type canopy was faired into a dorsal fin which extended back to the vertical tail. Provisions



were made for fairing the vertical tail into the fuselage when the canopy and dorsal fin were removed. The wing had a leading-edge sweep angle of 52.5° and a taper ratio of 0.332 based on the theoretical wing tip. The wing was composed of symmetrical sections in streamwise planes having a thickness of 7.0 percent of the chord at the wing root tapering to 4.5 percent of the chord at the theoretical wing tip.

The model was fitted with inlets housed in wing-body juncture fairings with internal ducts allowing the air to flow through and exhaust at the rear of the fuselage. In this investigation the mass flow of air through the ducts was not adjustable; however, the ducts were constructed so that at supersonic speeds the exit was choked, limiting the inlet Mach number to 0.4. In order to accommodate the annular duct exit and the mounting sting, the boattailing on the model was somewhat less than would be expected on a full-scale airplane.

Rocket packets and fuel tanks were provided, to be attached to the wings in the locations shown in figures 2 and 3. The outboard rocket packets and the fuel tanks were mounted on unswept and swept-forward pylons as shown in figures 2 and 3. The purpose of the swept-forward pylons was to obtain a more forward location of these stores. The rocket packets were tested both with the fore and aft ends of the rocket packet faired smooth and with six holes open through the packet, to simulate conditions before and after firing the rockets.

Provisions were made to measure pressure distribution data at five spanwise stations as shown in figure 4. The location of the orifices on the upper and lower surfaces of the port wing are given in table I.

TESTS AND PROCEDURE

As a basis for comparison, tests were made of the basic model with canopy and dorsal fin in place and with no external stores installed. Lift, drag, pitching-moment, and rolling-moment data were obtained at Mach numbers of 0.60, 0.80, 0.90, 1.20, 1.35, 1.50, and 1.70 at a constant Reynolds number of 3.2 million, through an angle of attack range of -2° to +8°. Similar data were then obtained at corresponding test conditions for the following model configurations:

- 1. Basic model fitted with inboard and outboard faired rocket packets mounted on unswept pylons
- 2. Basic model fitted with inboard and outboard open-tube rocket packets mounted on unswept pylons
- 3. Basic model fitted with two external fuel tanks mounted on unswept pylons



- 4. Basic model fitted with inboard and outboard faired rocket packets and two external fuel tanks all mounted on unswept pylons
- 5. Basic model fitted with outboard faired rocket packets and two external fuel tanks mounted on swept pylons and inboard faired rocket packets mounted on unswept pylons
- 6. Basic model with canopy and dorsal fin removed (no external stores)

Pressure distribution data were obtained for the basic model and for the model fitted with four faired rocket packets mounted on straight pylons. These tests were conducted at Mach numbers of 1.20, 1.30, and 1.70 at a Reynolds number of 2.0 million. Data were obtained through an angle-of-attack range of -3° to +12° at 2° increments for the basic model and 4° increments for tests of the model fitted with the rocket packets. A tabulation of the test conditions is presented in table II.

Reduction of Data

The test data have been reduced to standard NACA coefficient form based on the total projected wing area including the area in the region formed by extending the leading and trailing edges to the plane of symmetry (fig. 1). Factors which could affect the accuracy of these results and the corrections applied are discussed in the following paragraphs.

Angle of attack. The determination of the actual angle of attack of the model under load required several corrections to be applied to the nominal angle. Corrections, determined from static load calibrations, were applied for the angular deflection of the sting and balance under aerodynamic load and for the angular movement due to structural clearance in the model support and balance. These corrections amounted to from 5 to 10 percent of the nominal angle, depending on the load.

Tunnel-wall interference. - Corrections to the data for the effects of the tunnel walls at subsonic speeds were made by the method of reference 4. These corrections which were added to the data were as follows:

$$\Delta \alpha = 0.377 C_{I}$$

$$\triangle C_D = 0.0066 C_E$$

The reflected bow wave did not intersect the model and so no tunnel-wall corrections were made for supersonic Mach numbers.



The effect of constriction of the flow at subsonic speeds due to the presence of the model was taken into account by the method of reference 5. This correction was calculated for conditons of zero angle of attack and was applied through the angle-of-attack range. At a Mach number of 0.90, this correction amounted to a 1-percent increase in Mach number and dynamic pressure over those values determined from calibrations of the wind tunnel without a model in place.

Support interference. Results of a wind-tunnel test of a similar model (reference 6) show that the effects of support interference consisted primarily of a change of pressure at the base of the model. In this test the base pressure was measured and corrections were applied to adjust the pressure at the base to free-stream static pressure. The drag values are, therefore, forebody drag coefficients.

Stream variations.— Tests were made at subsonic and supersonic speeds with the model in upright and inverted attitudes. Results of these tests showed no measurable indications of stream angle or stream curvature in the horizontal plane of the wind tunnel. Stream surveys of the Ames 6- by 6-foot supersonic wind tunnel (reference 2) show some curvature in the vertical plane of the wind tunnel, but the results of a subsequent investigation (reference 7) indicate that this curvature has little effect on the longitudinal aerodynamic characteristics of the model when pitched in the horizontal plane.

Internal duct drag. - The model was equipped with twin ducts through which air could flow. However, provisions were not made to vary the mass flow, so a study of the duct drag characteristics was not feasible in this investigation. The drag data presented herein are for the complete model; that is, the drag due to flow through the ducts has not been subtracted from the final drag coefficients.

Precision of Data

The accuracy of the test results, excluding stream effects, is shown by the repeatability of the data. Examination of the results showed the data to repeat with the accuracy shown in the following table:

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The base area used in this investigation was the entire base area of the model less the duct exit area.



	Acc	uracy
Quantity	$C_{L} = 0$	$C_{\rm L} = 0.25$
$\mathbf{c}_{\mathbf{D}}$	±0.0004	±0.0006
C_{L}^-	±.0016	±.0018
$C_{\mathbf{m}}^{-}$	±.0005	±.0005
c,	±.0006	±.0009
$c_{f p}$	±.005	±.005
M	±.03	±.03
R	±.03 × 10	e ±.03 × 10 ⁶
α.	±.1	±.15

The precision of the data presented herein is superior to that of the data in reference 1 because these data were obtained for a consecutive series of tests in the wind tunnel and the mounting of the model and balance was unchanged during this investigation.

RESULTS AND DISCUSSION

Only the data pertinent to a study of the effects of external fuel tanks and rocket packets on the drag characteristics of the model are discussed in this report. All the force and moment data obtained from these tests, including lift and rolling-moment coefficients and lift-drag ratios, are presented in table III, however. In addition, experimental static pressure coefficients obtained at Mach numbers of 1.20, 1.30, and 1.70 for the basic model and for the model fitted with four rocket packets are presented in table IV. Comparison of the data from these pressure distribution tests gives an indication of the effects of the rocket-packet installation on the air loads experienced by the model.

The effects of external stores on the drag characteristics of the model are presented in this report as the increments of drag coefficient incurred by the addition of external stores. Figure 5 presents the variation of drag coefficient with lift coefficient for the basic model at Mach numbers of 0.60, 0.80, 0.90, 1.20, 1.35, 1.50, and 1.70. As previously mentioned, the drag coefficients presented in this report include the internal duct drag. The increments of drag coefficient for the various store installations investigated are shown in figure 6 as a function of Mach number for 0 and 0.25 lift coefficients. This figure shows that at subsonic speeds the drag increment resulting from the addition of four rocket packets was somewhat less when the packets were faired, but at supersonic speeds fairing the packets increased the drag. The drag increments for two fuel tanks and four rocket packets, mounted in the aft chordwise location (unswept pylons), varied from approximately 30 percent of the drag of the basic model at a Mach number of 0.60 to 50 percent at

a Mach number of 0.90. For Mach numbers of 1.20 to 1.70 the drag increment for these same external-store configurations was approximately 30 percent of the drag of the basic model. Results of tests of the model with the stores mounted in two chordwise locations showed that the change in chordwise location had no significant effect on the drag at subsonic speeds. At supersonic speeds, however, the drag increment resulting from the addition of two fuel tanks and four rocket packets was somewhat smaller for the forward chordwise location (swept pylons).

The maximum lift-drag ratios for all the configurations tested are shown in figure 7 as a function of Mach number. These data are for the unbalanced model.

Results of this investigation show that the addition of external stores could appreciably affect the trim drag of the model. This effect is illustrated in figure 8 which shows the variation of pitching-moment coefficient with lift coefficient for the basic model and for the model fitted with two external fuel tanks and four rocket packets. The magnitude of the pitching-moment coefficient at zero lift for the basic model was quite small at all Mach numbers, but the model fitted with external stores showed a significant negative pitching moment at subsonic speeds and a positive pitching moment at supersonic speeds. These pitching moments, associated with the installation of external stores on the model, significantly influence the deflection of the longitudinal control surface required for a specific flight condition. Thus it should be noted that the drag coefficients presented for this investigation are for the unbalanced model and that the total drag for the model balanced with a control device will include an additional drag increment or decrement due to the change in control setting required to counteract the aerodynamic influence of the external store. Pitching-moment characteristics are shown for the model fitted with two fuel tanks and four rocket packets because they exhibit the most pronounced effects of external stores of all the configurations investigated.

CONCLUSIONS

The following conclusions are based on a wind-tunnel investigation of the effects of external fuel tanks and externally mounted rocket packets on the drag characteristics of a model of a tailless fighter airplane:

1. The drag increase resulting from the addition of two external fuel tanks and four faired rocket packets varied from 30 percent of the drag of the basic model at 0.60 Mach number to 50 percent of the drag of the basic model at 0.90 Mach number. At Mach numbers of 1.20 to 1.70, this drag increment was approximately 30 percent of the drag of the basic model.

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- 2. The drag coefficient, at subsonic speeds, for the model fitted with four faired rocket packets was smaller than with four open rocket packets. At supersonic speeds the four faired packets produced greater drag increments than the open packets.
- 3. The drag coefficients for the model fitted with two fuel tanks and four faired rocket packets were somewhat less, at supersonic speeds, with the outboard rocket packets and fuel tanks in a forward chordwise location. At subsonic speeds the chordwise location caused no significant effect on the drag characteristics.

Ames Aeronautical Laboratory
National Advisory Committee for Aeronautics
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TABLE III.- CONCLUDED (d) Tests 39 through 48



TABLE IV.- EXPERIMENTAL PRESSURE COEFFICIENTS, C_p (a) Basic model, M = 1.2

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15 16	.232	.239	-237	.245	.014	-220	.260 .120	.270	-267 -237	.251	49				010	.086	.191	.284	-372		
17	.160	056	037	008	.160	177	.119	-003	093	-178	30						1				
益	.008	083	136	163	- 220	307	361	- 111	302	77	8 H R B B					- <i>-</i> -					
19		003									72	222	161	118	072	010	-030	-308	.182	.247	.32
ãó l	114	178	209	230	268	332	368	472	TIA	77	73	160	137	116		05	-012	.079	JA6	.209	-275
91	.02k	006	.017	061	065	131	167	- 207	261	368	7	~.909	186			112		.003	.076	-094	-15
22	-094	.044	-065	005	018	073	115	153	19T	226	RXXX	178	175	15	123	108	068	029	-009	.041	.08
23	.069	.026	-007	022	070	094	196		199		20		1	1		1		1- 3-			
24	-053	-010	017	038	056	096	130	167	- 207	229	- 2	02	126	136		109		071	033	.051 .005	-07
25	.055	007	037	060	08I	128	159	193	235	271	2	.185	.036			- 227	389	522	631	- 716	74
26			t							{	28	047	06		195	- 261	1436		61	- 639	- 73
27					- 25			242	-	177	8	.027	068		1-37	226		1.57	606	- 679	7.72
26 29	264 484	- 32	325	330 276	344	366	323 .065	16	22A -305	173	62	.016	032	092	- 343	193		107	544	625	L io
30	473	- 63	100	386		23	.088		1.33		63	004	069		141	18	209	317	463	563	65
30	-146	115	110	082	068	011	.005	.036	.œ7	.2% .142	63 64	033	008	126	143	175	215	26	404	I535	62
32	097	067	016	000	.005	.oki	.097	.139	.194	.291	65	018	138	172	197	201	263	290	372	300	77
33		086		.060	009	.oki	.113	.178	.233	.300	66	096	319	174	191	217	259	291	56	441	19
										-	4						<u> </u>		L		Ь.,,,,

Orifice				A)	sele o	etter				
No.	-30	-10	00	10	50	†o	60	80	100	120
67										
68	-0.063				-018	-0555		-0.320	-0101	
69	.009	056	109	126	138	147	173	226	31A	33
70										
71										
72	343		- 208		089	.005	-108	.185	.266	-3
73	30	200	145	094	077	.022	.096	.174	.245	-30
					118			.061	.107	.16
IJ					153	064	002	-013		.10
76	218						- 00	020		-0.
77	160	200	137			037	OI.	-071		.10
10	- 901	1::28			135		022	017	.026	.0
60	166	175	172		-10		068	071	018	-03
an.	- 224	036			2-3		763	679		7
82	.013	072			- 316		- 382	- 665	~.730	- 7
89	000				276	436	772	666	T18	
83 84	.001		103			- 327	- 499	569	600	6
85	018						323	437	535	5
85 86	087	149	180	191	-,971	244	276	366	498	7
87	167	- 225	266	205	201	336	374	101	706	7
87 88	177	204	219	296	271	264	312	321	439	46
89	086	169	199	222	910	276	237	236	408	
90	42 6	234	113					- 399	.446	
91	461		226		089			.27		
92	394	294	218					.169		
93	333		166		079			.172	.222	
94	188	177	156		103		003	-Oh		
95	242				196			060		
96	260							045		
97	223				203		106			
96	182	205	209		195	148	114	079	ow	[.α



COMPEDIENTITAL

TABLE IV.- CONTINUED
(b) Basic model, M = 1.3

rifice				- 1	ngle c	of atte	Lak				Orifice				Å	agle of	attec	k			
Zo.	-3°	-10	00	10	8 _D	70	65	80	100	120	No.	-30	-10	00	70	20	40	60	80	10	Т
0	1.438	1.437	1.440	1.449	1.463	1.459	2.454	1.445	2.432	1.411	34	-0-104	-0.091	0.060	0.016	0.002	0.000	0.072	0.126	0.200	ю.
1											3hA	064	059	032	011	014	.026	.102	.164	.217	
8	:233	-470	-433	.411	.389	.336 262	.291	.244	-208	.156	35 36	119	077	087	066	038	0	019	-096	133	1
3	.432	306	.356	.322 .485	.320	.262	.219	-176	.110	.099	36	144	131	110	086	060		-017	-066	ولد.	
*	.662	- 250	.526	.485	- 59	397	-346	.296	- 253	.209	37	226	215	206	182	160		08e	043	-001	
3	.047	.77	.520	-498	.479	.440	-396	.351	.31.2	.275	36	- 337	~335	331	320	299	207	257	225		
9		-021	008	027	038	063	090	124	145	171	39	.ili	.010	-001	074	198		320	403	469	
Į.	004	- 303	325	- 318 - 065	353	359 -072	388	395	362	369	A1	.035	027	184	15	209	294	371	436	498	
ă	.072	.070	.027	.012	.008	019	033	048	065	091	42	.037	006	079	107	- 129	260	350	421	470	1-
á	-064	.042	.015	.002	007	012	069	092	117	146		.007	023	056	080	- 101	140		- 220	- 13	
ŭ					00						13	060	000	11	141	160		- 227	- 26	- 297	
19	-157	.186	.215	. sh8	-260	. 112	.039	.436	.497	-772	MA.	080	100	123	141	160		225	260	- 276	
13		029	au	-011	.036	.332 .069	.115	.156	.208	.256	46	048	073	103	129	142		206	- 314	- 3 6	
Į.	044	029	013	.006	-024	.019	.093	.139	-170	.ere	47		L								1.
15	.240	.235	.231	-838	.243	.243	.006	.258		.968	48	054	080	108	196	138	169	202	211	253	1-
16	062	055	039	020	-004	.olo		.134	730	.243	19	949	163	000	005	-076		-277	-335	. 414	
17	.602		.463	.111	.367	.302	-239	.147	-075	-006	50	i	<u></u> -								1-
18	-076	-010	037	087	119	176	240	300	360	407	51			{ i	-						J-
19										7.5	32 33 34	900	171	135	095	051	007	-066	-139	.216	
BO	197			223	249			390	35		32	160	150	196	093	061	006	-055	-114	-118	
21. 22	049	067	126	143	163	209	246	286 130	-:331	387	22	197	180	160	134	10+	066	017	-032	.067	
	.029	.006	.001	025	040	077	111	120	171	806	22 26	193	100	163	139	114	004	037	-007	-052	L
2	.054	.001	005	025	043	075	109	-141	- 169	- 203	77	154	161	151	140	196	1m	068	020	.017	ľ
25	.029	b	033			-301	136	171	201	-,220) j š	- 193	193	- 161	163	- 139	111	067	033	014	
96											39	.192	-097	010	OTI	139	241	363	128	495	
27											29	.040	015	104	183	- 2-3	333	- 410	477		
28	262	280	296	309	317	340	359	379	394	419	61	.023	030	066	139	195	266	371	436	:33	l-
29	305	261	240	201	141	034	.134	.181	-375	.490	60	.019	028	OT5	123	178		378	449	506	
30	306	393		355	319	257	151	045	.107	16)	63	.001	036	076	100	119	165	286	380	443	1-
31	736	1-199	094	070	053	030	.019	.058	137	.144		-030	067	097	119	136	~.174	216	307	362	
32		069		029	001	.096	.065	.111	.189	.215	2	094	336	340	170	179	212	246	310	360	
33	109	009	002	041	012	.024	.078	.130	.209	.272	- 00	307	135	158	178	193	218	251	298	340	Ŀ

Orifice					Angle	of at				
E ₀	-30	-10	0	10	20	fo	B	80	100	120
67		*		1	1					
68	-0.098	-0.129	-0.171	0.163	0.178	0.207	-0.236	-0.886	0.346	-0.115
69	-072	-098	111	-,131	-146	-178	199	-,934	-,977	-,298
TO	-									
71										
72	289	-,250	198	-,150	-,101	~.023	.068	,156	.233	.310
73	- 273	-917	- 160	- 109	068	.001	.075	156	.219	.206
72										
75	-,801	-193	170	138	-,118	067	011	.022	.303	.166
75	230	- 193	174	156	137	_100	047	.019	.066	.190
77	-216	- 203	188	172	- 156	- 129	076	-,013	.025	.068
75	-,175	-175	137	197	- 100	-,063	012	.035	.063	-100
79	- 807	-190	178	- 16%	140	- 100	-,055	009	COT	.070
120	- 210	196	- 149	-161	148	-115	077	039	005	.038
80.	.220	.136	.030	065	- 143	- 872	376	- 477	-,526	576
82	.011	031	100	189	277	341	- 404	-,481	-541	502
83	-,000	-,054	-,117	-,190	-,269	360	-,439	50-	550	505
84	.005	-,033	-,083	-,133	-, 190	-,301	391	-,456	593	228
85 86	-011	037	-,078	-,114	145	237	331	-,406	-,472	513
86	-,066	-,109	-,136	-155	-,177	009	-,260	-395	369	-450
85	-,178	197	-,991	-,012	997	203	-,310	343	386	-,446
88	-,177	-,193	,207	213	-,225	-,944	273	-,290	326	398
89	179	170	079	-,809	-,234	241	-243	134	-,261	359
90	-311	199	-,086	.013	.087	.186	,287	.367	.407	.479
91. 98	- 365	-,296	-,910	-118	091	009	.090	.179	.249	.330
92	368	351	258	192	-, 127	033	.079	.144	,919	.283
93 94	-,297	-,278	-,202	139	-,091	023	.060	243	.204	.275
94	-,234	-,917	-,186	-,147	-,112	076	024	035	.063	.139
95 96	- 255	-0.1	_,999	203	-,184	-,158	128	058	019	.030
96	-,264	-,9k5	225		-, 188	16e	-,114	055	,009	.037
27	-,226	013	904	195	183	156	110	- 065	027	.090
QA .	220	_ 919	- 2013	100	- 186	_ 160	118	07%	- 035	.006

(c) Te	HABLE
Tests 24	HI:-
through 38	CONTINUED

	88	73	8.	3	赤	9.3
	SENGERY SENGERY	272 275 2 60 4 10 10 10 10	8486862 60 - 60 - 60 - 60 - 60 - 60 - 60 - 60 -	2488848 64 64 66	\$ \ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ρ
	£#898E9	485888	- 100 mm	25 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	666. 666. 667.	r_0
	99999	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	8999999	1000 PE 3.0	0.00000 0.00000 0.00000 0.00000 0.00000	B
	20000000000000000000000000000000000000		88288B	\$8288B	9899826	C
	-0005 -0005 -00013 -00013 -00013			10000 10000		12
	-1956. -1956.	136238	1 88 64 F	88253	FFF.00	α/1
4	ł	± 18	늄	8	8	That
ю. Виз	4 4 4 5 5 5 8 5 5 6 5 5 5 5 5 5 5 5 5 5 5 5 5	8 2548438	388636# \$946.	. d . 014.00 25386558	96.45.458 96.45.458	P
- 00.2		1 11	- 12 18 18 18 18 18 18 18 18 18 18 18 18 18	1025858	\$3.55 \$3.55	₂
99	933559 934658		10000000000000000000000000000000000000	200 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.01.47 0.01.47 0.01.00 0.00 0.0	G
Řġ	\$\$2233	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	888888 88888	828FF88	288888	ß
0.0011		0000	1 0 1 0 0 0	9000 9000 9000 11000 11000 11000	- 0000 -	S
1 1	5.50 p.	84428	7588 7777	8 R X F B : 1	888831 2020	\$
	88	57	ų	K	ft At	9 9
0.70	49598898	: d a+ca.	38888888888888888888888888888888888888	95755 368638	6: 00 Fro	P
į	***	**************************************	\$ 18 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	2 4 5 5 5 F	# # # # # # # # # # # # # # # # # # #	Ę,
SPOT.	3922592 34728E	200 PET 1810 PE			0.0470 0.0470 0.0470 0.0470	ક
	388 388	822222 822228 822228	28688888	28EF88	88 339E8	P
.0016	0000	2000 2000 2000 2000 2000 2000 2000 200			-00007 -00004 -00004 -00004	c ₂
	5588B	848488 86868	\$\$\$ \$\$\$ \$\$\$\$		28882 61666	둫

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5 K E	3 3 3	1.0	2.5	28	37.5	بر 3 ق	88	<u>.</u>	,	3 6	18	2.17 17.5	3	2.13		8.8	5	٠ د	3 =	.57	b.14	18	8.63	£.5	3	3 :		۲. ۱۰.۹	,
388	E	 26.	Þ.	5	è i	J.	0	1.020	į	18	671.	ġ <u>;</u>	202	005	E	-408	3	9,9	9 9	024	- 102	- 018	· *	-337	219	101	202		3
1973 1974 1974	0360	9.0	.0127	2 2 3	0.00	015	.0112	.0 <u>109</u>	ונכטי	0779	.0570	0.00	2.0	0496	S	TOOT.	95.00	0578	20	045	0496	-0 15 7	jo d	-077	058	2.5	5.5	0.00	2
883	-036	8 C	008	0	001	2003	- 02	003	-000	200	036	. e	3	.02		~~	$\overline{}$	-	20	_			$\overline{}$	_	_	-		030	7
				-				_		- 0017	00	.001	300	000	08	00I	0	2	1002	002	2	001	0				_	0003	_
3 4 6	77	0 1	7.97	¥.39	1.95	1	1	1	3	3.72	3.1	1.87 1.87 1.87	3 ‡	:	8	14.08	5 1 1	31	3,8	.53		7	2	91.36	53.77	8 2 30	, F		2
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28. 29. 29. 29.	875 00 0	9	9.0	Ÿ	7	182	-	8	6.73	. ·	.: ::		- L	7	11.00	16	13.15	۲ 8	00 p	15	2.2	85	2 t	,	1.11		27.33	17.21	
\$ P.	572	22	9	È	363	1	8	ġ.	Ė.	12 15	:3	0.00	58	-029	.191	-73	.676	. 93	Se	183		ទ្ធផ្	3 5	163	ខ្ញុំ	- 02	, ig	0.89	
1795	.0703 20703	95		03.6	0743	0.0		.0888	8	R F	ė	010		-0109	200	.203	.1590	.1136	.0723	88	0230		0.00	96	.0115	01.15	3.00	0.2433	
1	<u>.</u> .	0.7		8	.078	9	3	9	8	ee	- 06	00	3	002	_				2 6	$\overline{}$	$\overline{}$			_	_		- 000	, J.	
.0017	8	.0027	9	-002	.0007	8	3	1	000	0000	001	00 L	30	001					88				- 1	_	,	,		0.00	
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ÿ		£ 12	.172	8	3	1/2	4	0	age	ġ	Š	8	į.	.092	20	-30	.		}									- 6.63 - 63 - 63	
-167	1089	0602	0	.0366	9	003	2	0303	940						-0314				226									0.0355	
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/mor-	9700	0017	0015	2100	96	0000	0002	0006	000	0008	0008	0015	0016	0019	0016	0006	- 000			2		000	OTO0-	9	38	000	000	0.009	I
	3		TAL	10		-	÷		-	مر	-		÷	10	1.E	1		1		<u>~</u>	<u>.</u>	==	5	101	- -	1 (5		I

TABLE III.- CONCLUDED (d) Tests 39 through 48



TABLE IV.- EXPERIMENTAL PRESSURE COEFFICIENTS, C_p (a) Basic model, M = 1.2

- 100					-0	-	~				Orifice				-	eria o	f atta	*			
Orifice	-		-0		ele c			- 00		1	Ec.	-30	-10	CO.	10	20	10	(a)	60	100	190
No.	-30	-10	00	10	80	10	P	8	100	120	_	_				_			4		
0	1.35	1-377	1.386	1_368	1-399	1,384	1.392	1.392	1.376	1.372	344	-0103	-0076	-0062		-0205	0.011		0.165	.223	0.295
1												126	074	085	030 053	003 032	.038	.101	.136	.187	.290 -237
2	489	.438	404	.301	200	.296	.276	-207	-123	-316	35	-141	- 117	102	069	032	003	.016	.097	.135	1.136
- 3	-409	- 358	.326	337	-200	.440	.190 .380 .368	.13.7	.098	.067	32	- 226	- 27A	- 203	172	157	121	081	ou	007	.038
2	.607	.596 .520	-581 195	•전	-733	-103	- 500	.325 .334	.271	.96	H 98.9.	30.8	- 331	353	340	- 333	30k	277	- 271	227	165
2 1	022	062	- 061	-4(0	113	146	- 300	192	.197	- 200	100	.179	.030	020	124	218	- 338	479	564	678	737
	- 345	- 307	106	096 417	431	- 447	168	- 115	103		¥6	.077	024	088	172	243	318	465	570	656	706
	.108	-101	095	.103	.095	.082	069	.057	.011	074	41	016	032	083	126	175	331	446	55	624	677
	.002	034	019	068	086	126	162		226	271	100	-032	036	074	-:112	115	167	248	100	: 73	642
10	.059	.018	003	016	035	070	094		147	159	43 44	016	046		094	199	175	209	266		603
n											44	010	103	129	160	184	232	269	296		300
12	.109	.158	-161	.215	.248	-293	.36L	.417	.469	-533	45 46	067	103		144	168	815	248	286	~- 312	286
13	093	066	047	017	.002	.040	.097	.145	.187	-270	46	030	085	107	126	152	196	223	259	279	28
14	072	055	034	.015	-002	.035 .036	.062	.123	-153	.205	47 48			1- :::				-			1 700
15 16	.232	.239	-237	.245	-272	.256	.250	.270	-265		48	-029				139	166 .191	904	240		19
	.160	056	037	008	.or.	.076	.120	-180	-237	.251	19	239	137			.000	-130	-3004	-372	.471	- 700
17	.516	- 420	30	.299	.160	.177	.119	-003	093	-158	2022			12 2 2		E					
18	.006	E80	136	183	222	307	361	444	722	77	5	222	-161	هددا	072	010	-030	-108	.182	.g\r	. 324
19	114	178	209	230	268		368	- 472	22.4		- 53	160	137	116		- 02	.012	.079	.146	.209	-275
20	- 021	006	.017	061	065	1.33	167	207	- 261		4	909	- 186			112	022	.003	.076	-094	-153
22	.094	04	.022	005	016	073	115	F.253	197	- 300	RXXX	178	175	15	183	108	068	029	-009	.01	.08
23	.069	.026	-002	022	070	094	196		199		56										
26	-023	om.	017	018	078	096	130	167	- 205	- 200	57	072	1.126					015			-012
25	.073	007	037		08I	120	159	193	235	- 271	76	164	177	168		141	102	071	053	-005	-07
26								F			888	.185	-056			227	369	522	631	716	
27										F!	60	-047	064]195	961	436	53	611	639	73º
26	264	313	325	330	344	366	323	247	224	173	er.	.027	063		174	226	398	707	606	- 679	
29		365	331	276	222		.065	.264	-305	-109	62	-016	052	092	343	193	226	427	5	605	1-72
30	473	478	404	386	309	23	.088	.036	.155	.2% .142	63 64	004	069		1141	178	209	327	- 463	- 23	162
31	146	115	110	082	068	04	.005	.043	.087		64	033	098	126	143	175	215	26	404	535	62
32	097	067	046	010	.005	.0k1	.087	.139	.194	.291	65	016	130	172	197	- 201	263	290	~ 変	:22	1.52
33	111	086	065	.060	009	.oki	n3	.178	.233	.300	- 00	096	3/19	174	191	217	259	291	570	44I	494

Orifice				A)	gie o	* stte				
No.	-30	-10	00	10	20	ţ0	9	80	100	120
67										
68	-0.063				-018	-0555		-0.320	-0101	
69	.009	056	109	126	138	147	173	226	31A	33
70										
71										
72	343		- 208		069	.005	-108	.185	.266	-34
73	30	200	145	094	077	.022	.096	.174	.245	-30
77	003				118	064	-002	-061	.107	.16
76	218				153		044	-013	-071	-10
77	216						064	020	.01.7	-0.
76	169	158	137			037	-OIA	-051	0,1	-10
79	901	186			135		052	017	.026	-07
60	166	175	172		140		088	071	018	-0
81.	.224	032		130	243		73	672	728	T
82	-043	072			316	466	700	665	~.710	
83 84	005				276	438	772	666	TIR	7
84	-001		103			~- 327	499	709		6
85 86	028					905	323	437	:23	5
86	087	149	180		911	244	276	366		2
87 88	167	226	-,266			336	374	- 401	708	1
88	177	204	219		271	264		321	439	
89	086	169					237	236	408	
90	426		113					- 399	.446	
91	461		226		089			.27.		
92	394	294	218					-169		
93	333		166		079			.172	.222	
94	188	177	158		103		003	-Oh		
95	242				196			060		
96	260							045		
97	223				203		106			
96	189	205	209	205	195	IA8	[1I\	079	ow] .00



COMPEDIENTITAL

TABLE IV.- CONTINUED
(b) Basic model, M = 1.3

rifice				- 1	ngle o	of atte	Lak				Orifice				Å	arie or	attec	k			
Zo.	-3°	-10	00	10	8 _D	70	65	80	100	120	No.	-30	-10	00	Jo .	20	40	60	80	10	Т
0	1.438	1.437	1.440	1.449	1.463	1.459	2.454	1.445	2.432	1.411	34	-0-104	-0.091	0.060	0.016	-0.002	0.000	0.072	0.126	0.200	ю.
1											3hA	064	059	032	011	014	.026	.102	.164	.217	
8	:233	-470	-433	.411	.389	.336 262	.291	.244	-208	.156	35 36	119	077	087	066	038	0	019	-096	133	1
3	.432	306	.356	.322 .485	.320	.262	.219	-176	.110	.099	36	144	131	110	086	060		-017	-066	ولد.	
*	.662	- 250	.526	.485	- 59	397	-346	.296	- 253	.209	37	226	215	206	182	160		08e	043	-001	
3	.047	-77	.520	-498	.479	.440	-396	.351	.31.2	.275	36	- 337	~335	331	320	299	207	257	225		
9		-021	008	027	038	063	090	124	145	171	39	.ili	.010	-001	074	128		320	403	469	
Į.	004	- 303	325	- 318 - 065	353	359 -072	388	395	362	369	A1	.035	027	184	15	209	294	371	436	498	
ă	.072	.070	.027	.012	.008	019	033	048	065	091	42	.037	006	079	107	129	260	350	421	470	1-
á	-064	.062	.015	.002	007	012	069	092	117	146		.007	023	056	080	- 101	140		- 220	- 13	
ŭ											13	060	000	11	- 141	160		- 227	- 26	297	
19	-157	.186	.215	. sh8	-260	. 112	.039	.436	.497	-772	MA.	080	100	123	141	160		225	260	- 276	
13		029	au	-011	.036	.332 .069	.115	.156	.208	.256	46	048	073	103	129	142		206	- 314	- 3 6	
Į.	044	029	013	.006	-024	.019	.093	.139	-170	.ere	47		L								1.
15	.240	.235	.231	-838	.243	.243	.006	.258		.960	48	054	080	108	126	138	169	202	211	253	1-
16	062	055	039	020	-004	.olo		.134	730	.243	19	949	163	000	005	-076		-277	-335	. 414	
17	.602		.463	.111	.367	.302	-239	.147	-075	-006	50	i	<u></u> -								1-
18	-076	-010	037	087	119	176	240	300	360	407	51			{ }	H +						J-
19										7.5	32 33 34	900	171	135	095	051	007	-066	-139	.216	
BO	197			223	243			390	35		32	160	150	196	093	061	006	-055	-114	-118	
21. 22	049	067	126	143	163	209	246	286 130	-:331	387	22	197	180	160	134	10+	066	017	-032	.067	
	.029	.006	.001	025	040	077	111	120	171	806	22 26	193	100	163	139	114	004	037	-007	-052	L
2	.054	.001	005	025	043	075	109	-141	- 169	- 203	77	154	161	151	140	- 126	1m	068	020	.017	ľ
25	.029	b	033			-301	136	171	201	-,220) j š	- 193	193	- 161	163	139	111	067	033	014	
6											39	.192	-097	010	071	139	241	363	128	495	
27											29	.040	015	104	183	- 243	333	- 410	477		
28	262	280	296	309	317	340	359	379	394	419	61	.023	030	066	139	195	266	371	436	:33	l-
29	305	261	240	201	141	034	.134	.181	-375	.490	60	.019	028	OT5	123	176		378	449	506	
30	306	393		355	319	257	151	045	.107	16)	63	.001	036	076	106	119	165	286	380	443	1-
31	736	1-199	094	070	053	030	.019	.058	137	.144		-030	067	097	119	136	~.174	216	307	362	
32		069		029	001	.096	.065	.111	.189	.215	2	094	336	340	170	119	212	246	310	360	
33	109	009	002	041	012	.024	.078	-130	.209	.272	- 00	307	135	158	178	193	218	251	298	340	Ŀ

Orifice					Angle	of at				
E ₀	-30	-10	0	10	20	fo	B	90	100	120
67					1					
68	-0.098	0.129	-0.171	0.163	0.178	0.207	-0.236	-0.886	0.346	-0.115
69	-072	-096	111	-111	-146	-178	199	-,934	-,977	-,298
TO	-									
'n										
72	289	-,250	198	-,150	-,101	~.023	.068	,156	.233	.310
73	- 273	-917	- 160		068	.001	.075	156	.219	.206
73										
73	- 901	-193	170	_138	_118	067	011	.022	.303	.166
75	930	-,193	-174	156	- 137	100	047	.019	.066	,190
1 7	-206	- 203	189	172	- 156	129	076	-013	.025	.068
뀨	-175	-174	137	197	- 100	- 063	012	.035	.063	-100
Ť9	- 807	-190	176	- 16k	140	100	- 055	009	.007	.070
19	- 210	- 196	-144	167	- 148	-115	-017	039	005	.038
80.	.930	136	.030	-063	- 143	- 872	376	- 77	-,526	576
82	.011	-011	- 100	189	- 275	- 141	- 404	- 161	- 341	- 500
83	-008	-07	-117	190	-369	360	-439	70	550	705
3 .	.005	-,033	081	-111	190	301	391	- 438	203	550
85	-011	037	-,018	-11	145	237	331	-406	-472	513
85 86	066	-,109	136	-,155	-,177	- 209	- 560	-395	-300	- 420
87	-,178	197	_991	-0.0	- 257	_ 201	112	- 343	- 186	-366
8T	- 177	199	907	- 913	- 203	-84	-373	-290	128	-,398
89	-111	-,170	079	- 200	_ 20	-011	-243	13k	- 961	-359
90	$-\mathbf{m}$	- 199	096	.013	.087	.186	.997	.367	.407	179
91. 98	- 161	296	- 910	-118	090	009	.090	.179	.249	.330
98	- 388	-,351	258	- 198	_ 197	033	039	344	919	.330
93	-,297	858	202	139	091	023	.060	243	.904	.275
93 94	- 234	917	- 186	147	_110	076	004	035	063	.139
95	- 255	-01	_ 999	- 203	- 184	158	-114	-,033	019	.030
95 96	- 26	- 944	- 225	907	- 166	- 160	111	-055	.003	.037
97	296	919	- 00	- 195	-,163	156	- 110	- 063	027	.020
97 8A	-,020			100	186	- 169	118	-077	- 033	.008



TABLE IV.- CONTINUED (c) Basic model, M = 1.7

Orfice		_		Angle	of a	ttack					Orfice					of a	ttack				
No	-30	-1°	00	10	20	40	6°	80	100	120	Yo	-30	-10	90	10	20	40	6°	80	10	12
0	1.561	1.587	1.598	1.571	1.595	1.601	1.588	1.575	1-557	1.543	35	-0.063		-0,034	-0012	0.006	0.046	0.097	0.136	0.176	0.224
1											36	081				015		-075	.112	.152	.20
2	-507	-457	.439	.405	.376	-334	-291	-246	.207	.167	37	136		115		072		006	.029	.071	.111
3	.19 .189	-379	.356 .417	.324 .380	-302	.264	.224	.188 .243	.203	-115	38	198		191	177	-165			095	067	035
- 2	.631	.¥36	.561	.522	.356 .500	.322	.277	365	.322	.167 .261	39	.010	017	032		100		091 181	147 218	202	
6	.190	156	144	118	.097	.079	.010		018	01	l ži	011	- 064			146		224			297
7	124	150	162	175	189	197	219	230	-,245	249	42	.023	036			142		227			
8	080	065	099	113	131	103	051	025	003	.008	43	.012	.009		053	143		198			
9	.053	.026	.039	.044	.046	019	.051	.053	.035	.023	44	026			080	- 090		137	164		
10	.055	-030	.037	.033	.024	.016	010		058	087	45	026	062	068	090	108		147	170	186	
11											46	026	051	064	079	068	113	134	152	173	219
12	.207	-380	.263	-269	.307	.361	.414	.520	.522	.576	47										
13	EID.	.028	-047	.068	.076	.116	.158	.196	.240	.283	48	018					114		156		
14	005	.007	.020	.038	.050	.079	.118	.149	.187	.226	49	060	034	*00#	.059	.098	-195	.295	.366	.441	-51.3
15	.195	-179	-176	.166	.161	.165	-169	.168	.175	.188	20										
17	019 725	016 .661	005	.020	.029	.063	112	.148	.194	.240 .222	51 52	150	114	074	036	018	.035	.103	.157	.219	.26
18	198	144	.120	.101	.066	.046	01	075	103	149	53	063	083			019	-035	.097	137	.185	24
19		. 277					0-1				54	127		095		058	013	043	.082	.129	.179
20	073	113	126	148	172	196	219	241	266	268	55	123		096		059	021	.024	.065	.109	.15
51	036	OTI			131	158	190			273	56										
22	.069	.037	.030	.016	-004	019	015	072	102	148	57	~-049		071		056		.006	.041	.080	
23	.053	.021			027	039			109	131	58	123	121	109	065	073	044	.003	010	.075	.12
24	-054	.024	.008		022	034			104	124	59	.221	-157	-126	.085	-045		091	161	221	26
25 26	-045	-008	.001	01.5	029	043	069	092	115	140	61	011	057	018 086	057	088	130	184	- 230	276	312 321
27											62	.005	058	096		152	196	235	269	- 294	122
26	123	146	151	161	176	185	203	217	234	254	63	.020		073	116	145	188	239	276	- 296	- 3A)
89	037	.002	.048	124	.160	250	.318	379	.550	.647	64	.019	020		09h	134	178	22			326
30	128			097	076	067	.055	.111	234	-32	65	035	071	075	095	120	177	225			31
31	171		129	085	060	013	-042	.085	.122	.166	66	052	086	094	112	118	168	217	244	276	300
32	016			005	-004	.033	.075	.109	-150	-196	67										
33	048		019	.009	.025	.061	.112	.154	.197	.248	68	057			119						
34		OLI		008	.005	-054	.099	.140	.180	.243	69	024	054	080	097	113	135	156	176	205	232
344	071	054	045	005	*00T	.048	-097	.141	-181	-235	70										

Orfice					of at	teck				
Bo	-3°	-10	00	10	20	k ^o	60	80	100	120
71										
72	~0-187			-0.071			0.100			
73	174	241	108	051	.020	.045	.111	.171	.236	.304
74										
75	157			073		016		.091	Lak	.199
76		124		085						.166
77	141					062			.087	.140
78	109	107	102	077	056	017	.036			
79		140						.018		
80	149			111						.009
81	.278			.119		021			21	308
82	.074		013	047	082	135	196	241	285	330
83	-oro			098	132	175	I43	274		351
84	0	055	.092	111	150	193	150	260		
85	.017	052	092	118	148	167	142		210	325
86	.005		083	133	174	220	162	201	310	347
87	065		115	139	184	23I	172		340	36
88.	089		123	135	173	227			334	356
89	094			129		209	103	289	250	301
90	042			.137						-532
91	136	111		014						
92	184		123	070						
93	185								-235	
94	141			081						
95	187		151	112	096	068				
96	193			118						
97	185			130				-004	.036	
98	174	163	156	132	120	094	[0*1	019	-Oith	-067



NACA RM A52J31

TABLE IV.- CONTINUED
(d) Model with rocket packets, M = 1.2

		Angle	of at	tack				Angle	of att	ack				Angle	of at	tack	
Orifice No.	~3°	00	jto	80	120	Orifice No.	-30	00	10	80	12 ⁰	Orifice No.	-3°	00	μо	80	120
0	1.360	1.375	1.384	1.371	1.384	34						67					
1						34A	014	-082	.176	.299	.363	68	083	166	246	365	50
2	.485	•395	.287	-193	.107	35	103	048			.194	69	055			316	
3	-401	.3I.0	-218	.132	.057	36	230		042	•033	.168	70					
4	. 608	.569	•436	.307	.212	37	248	175	095	019	.032	71					
5	-552	•477	•398	.320	•253	38	356	333	276	220	198	72	368	255	046	.170	.24
6	~.034	094	154	204	250	39	.159	123	497	704	745			221	128	.050	-33
7	379	426	441	.408	418	40	.01.2	189	506	690	729	74					
8	.106	.091	.081	.051,	•055	41	•033	122	430	644	702	75	210	121	008	.091	.14
9						42	.030	094	212	560	673	76	201	133	037	.042	.10
10	•049	013	080	126	174	43	016	112	222	382	646	77	163		073	.004	.06
11)†)†	064	155	255	310	333	78	173		034	.043	.08
12	.114	•193	•309	.424	•530	45	085	151	227	289	305	79	- 185		079	012	.06
13	060	036	.060	.157	.245	46	059	134	213	267	306	80	134		113	044	
14	073	030	.047	-134	.201	47						81.	.162			726	
15	.226	•234	.256	•263	.271	48	018	138	194	254	287	82	.003				
16	.003	•059	.174	.271	•308	49	117	.065	.268	.384	-517	83	038		557	692	
17	•505	•328	.153	031	162	50						84	025		458	619	
18	.013	153	345	474	575	51						85	040		304	527	64
19						52	307	209	~.058	.164	.299	86	110	210	296	- 445	57
20	141	250	381	496	593	53	367	243	020	.116	.167	87	207	301	373	- 445	
21	-034	060		227	397	54	177	108	0	.085	.158	88	167		297	337	51
22	.082	•007	080	167	247	55	173	126	049	.015	.071	89	109		244	276	.49
23	.058	016			256	56						90	- 297	060	.212	387	.47
24	-044	034	108	183	250	57	157	103		.033	.050	91	363	166	.011	.186	-35
25	.051	~.035	125	203	265	58	185	157	083	005	.052	92	365	247	049	,203	.31
26						59	.129		610	753	753	93	351	213	.007	.206	.27
27						60	.002	246	577	715	752	94	251	110	.056	.135	.16
28	305	337	336	220	239	61	019	210	558	701	729	95	251	201	123	041	.01
29	400	285	045	•183	•408	62	027	143		653	708	96	252	188	131	051	.00
30	394	270	063	.133	.217	63	030	139	272	581	668	97	202		129	050	.02
31	155	087	012	.096	.244	64	061	157	271	518	642	98	147	166	146	067	.00
32	.224	.244	290	.326	-357	65	105		313	475	635		·			'	
33	343	285	134	.039	.087	66	131	197	301	417	560						

NACA

TABLE IV. - CONTINUED

(e) Model with rocket packets, M = 1.3

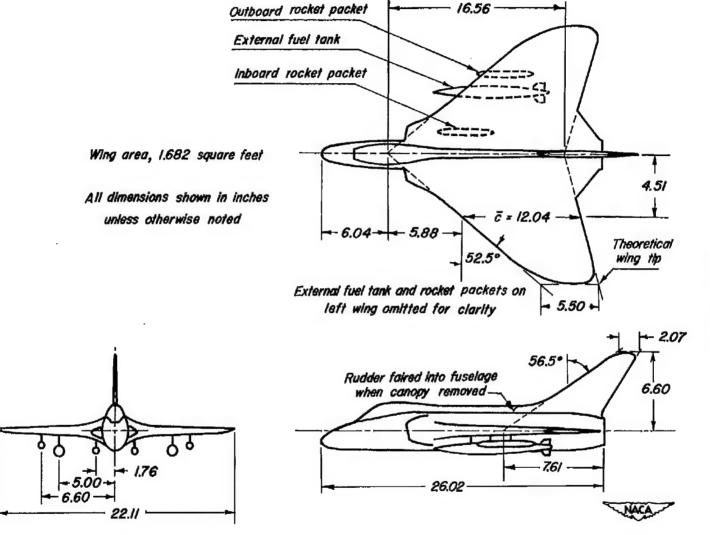
Orifice		VIIRTO	of at	tack				Angle	of at	tack				.0991392102624 .0601151752263 .310226092 .146 .2 .325233084 .003 .2 .226141040 .082 .1 .210155065 .038 .1 .220155065 .038 .1 .210156075 .003 .0 .194162092035 .1 .194162092035 .1 .106141358500 .3 .004098315466 .2 .012086246425 .2 .012086246425 .2 .013209229 .298 .3 .174228282358 .3 .174228282358 .3 .174228282298 .3 .174291223 .238 .3 .227045 .174 .357 .3 .321218062 .067 .3				
No.	-3°	00	110	80	120	Orifice No.	-3°	00	μо	80	1.2°	Orifice No.	-3°	00	40	80	12 ⁰	
0	1.417	1.442	1.440	1.428	1.407	34						67						
í						31tA	.047	.012	.124	.245	-395	68	099	139	210	262	414	
2	.508	·431	.321	.228	.151	35	093	046	.041	.134	.236	69	060		175	226	315	
3	.419	.346	.247	.163	.083	36	209	162	~.075	.026	135	70						
4	.640	.522	-377	.278	.205	37	258	220	128	030	.047	71			-			
5	.585	.518	.417	337	.266	38	320	309	269	222	156	72	310	226	092	.146	.268	
5	.040	012	053	128	176	39	.128	023	255	434	551	73	325	233	084	.003	.209	
7	293	334	378	396	371	40	.043	105	303	453	550	74	-	****			~~~~	
8	020	-057	.065	.08I	.055	41.	011	061	267	ग्रेमेग्	544	75	226	~.141	~•040		.178	
9		****	this desirement			42	008	054	154	- 355	507	76	210	155	065	.038	.125	
10	.054	,009	050	101	155	43	.003	~.065	155	296	431	77	209	171	084	.015	.089	
11						44	068	127	-,204	273	381	78	176	124	043	.051	.123	
12	.143	.226	-325	.445	.561	45	- 084	126	200	- 265	277	79	195		075		.054	
13	-,055	004	.066	.158	.265	46	050	107	182	235	256	80	194	162			.024	
14	055	011	.052	.132	.225	47	****					81.	.180	034			- 565	
15	.220	-231	.232	.252	.267	48	062	106	172	238	- 268	82	024				567	
1.6	046	009	.085	.231	-348	49	226	.023	.209	.358	.446	83	016				 578	
17	.580	450	.288	-125	027	50					ter/ 849 449 864	84					562	
18	.060	054	-,192	315	419	51						85	012				524	
19			***	-		52	274	-,172	-,025	.085	.292	86	085				464	
20	139	218	312	409	- 487	53	324	~.299	170	.053	.183	87	174				464	
21.	027	089	196	291	397	54	175	-,115	036	.072	.170	88	173				415	
22	.071	.018	065	137	202	55	177	136	064	.021	-095	89	140				390	
23	.054	.005	082	150	209	56						90	227				.465	
24	.04I	005			207	57	126	131	~.087	015	.061	91	311				-300	
25	.026	020	096	163	219	58	173	- 159	- 095	017	.062	92	321	1			-325	
26						59	.169	050		483	590	93	307	236		.138	-304	
27						60	.025	151	369	21	- 592	94	267	229	086	.073	.193	
26	260	296	337	408		61.	.006	114	316	468	561	95	284	212	136		.032	
29	313	227	019	.214	£44.	62	.008	093	314	462	559	96	266	208	135	042	.032	
30	345	353	239	036	.190	63	008	093	180	418	528	97	235	190	131	045	.031	
31	235	089	030	.062	.171	64	042	102	178	348	467	98	21.6	189	134	062	•006	
32	.230	.283	.327	.361	•397	65	095	142	218	322	457							
33	~.348	303	207	052	.134	66	114	158	226	301	418							

TABLE IV.- CONCLUDED

(f) Model with rocket packets, M = 1.7

		Angle	of att	tack				Angle	of at	ack				Angle	of at	took	
Orifice No.	-3°	00	ħО	80	12 ⁰	Orifice	-3°	00	40	80	12 ⁰	Orifice	_30		_	_	100
No. 0123456789011214561789212224522222222222222222222222222222222	1.573 1.573 1.573 1.506 1.489 1.93 1	1.584 .433 .351 .413 .556 .141 152 105 .047 .026 .636 .128 146 025 .035 .005 .008 148 .060 097 113	1.566 .338 .263 .314 .574 186 087 .017 .360 .170 .044 .488 .046 149 016	1.578 .255 .190 .247 .023 .030 .030 .023 .030 .173 .115 .391 .046 .299 .299 .209 .209 .209 .209 .209 .209		10. 334455678994444445458555555555668666666666666666	141 026 .046 039 171 183 .176 .036 014 026 026 026 026 026 026 026 026 026 026 026 027 026 0	150 018 029 016 032 059 073 069 069 063 065 063 064 063 064	115 125	045 166 163	.056 .249 .271 .260 .038 .233 .262 .233 .262 .234 .246 .261 .290 .269 .269 .269 .275 .275 .293 .293 .293 .293 .293 .293 .293 .293	656668901277777778788888888889999999999999999999	.159 166 100 155 165	084 151 084 117 084 123 023 076 084 083 083 082 124 083 083 124	175186121059003051051066078164181164181198198109108	221 219 163 .115 .094 .072 .054 .033 033	276





16.56

Figure 1.- Three-view drawing of the model showing the external fuel tanks and rocket packets.

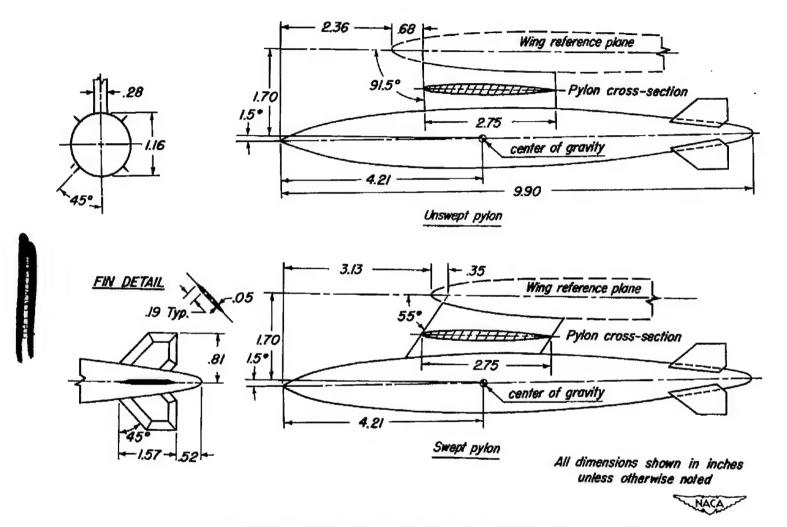
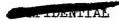
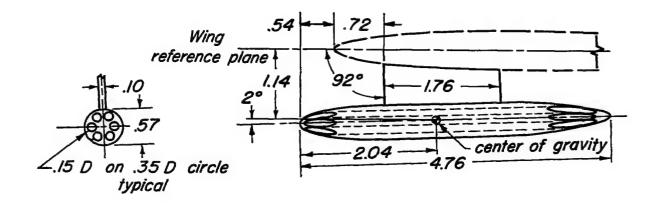


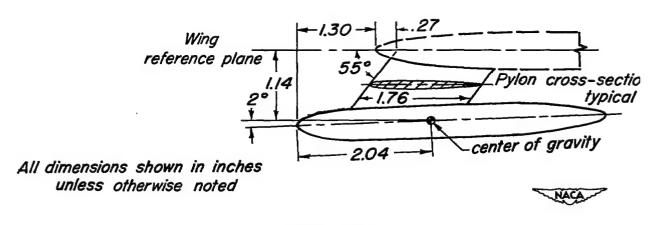
Figure 2.- Details of the external fuel tanks with unswept and swept pylons.





Note: rocket packet shown with open tubes

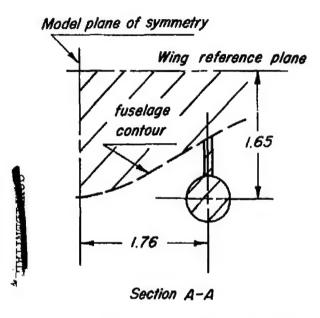
Unswept pylon



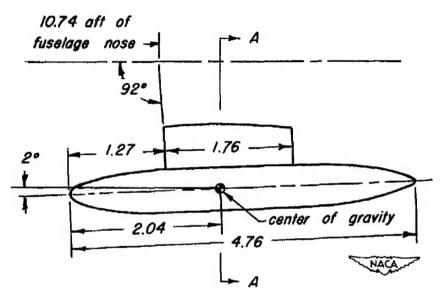
Swept pylon

(a) Outboard location.

Figure 3.- Details of the rocket packets with unswept and swept pylons.

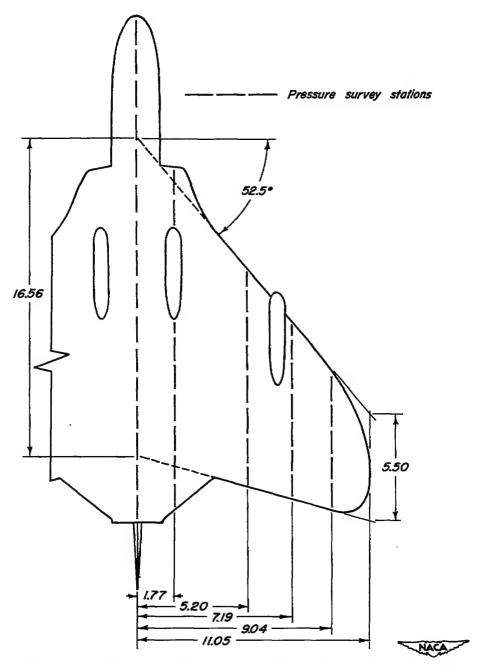


All dimensions shown in Inches unless otherwise noted



(b) Inboard location.

Figure 3. - Concluded.



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Figure 4. – Dimension sketch of the lower surface of the model with rocket packets installed, showing the pressure survey station.

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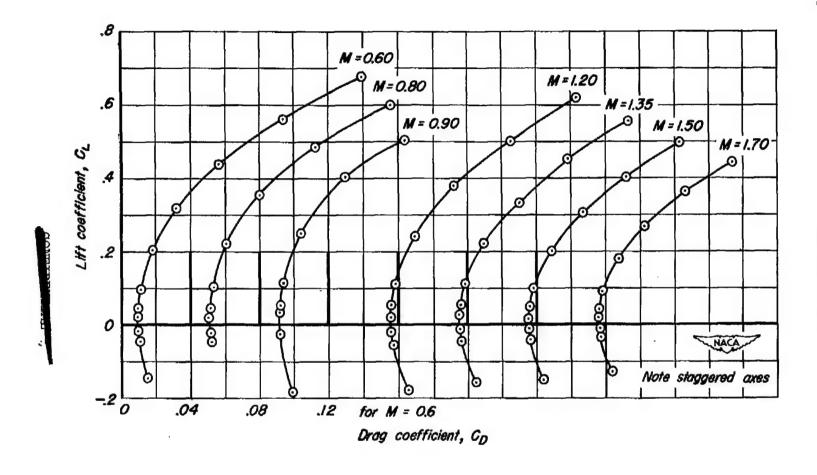


Figure 5.- Variation of drag coefficient with lift coefficient for the basic model.

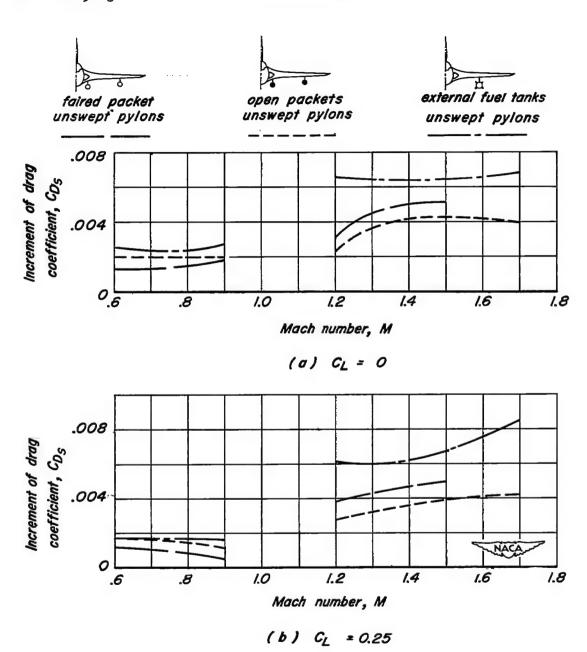
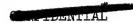


Figure 6.-Variation of increment of drag coefficient with Mach number at O and O.25 lift coefficient for the various external store configurations mounted on the model.



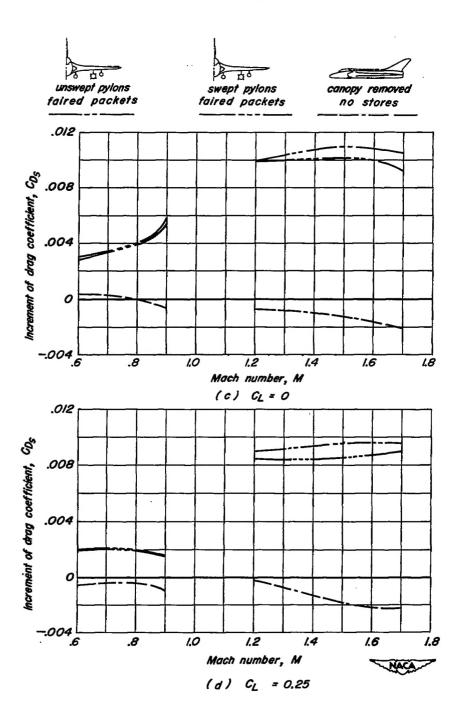


Figure 6 .- Concluded.



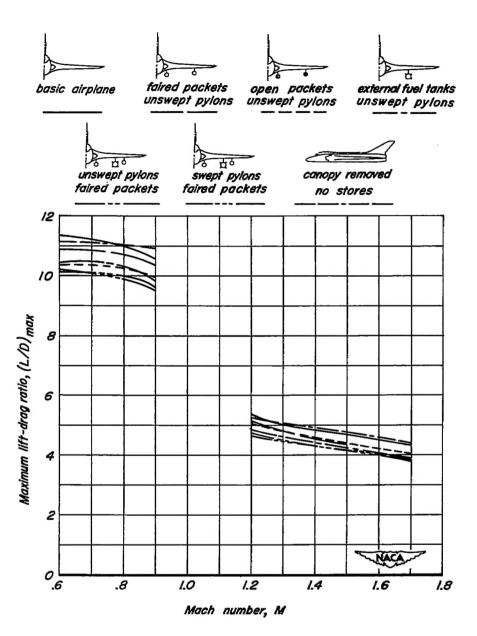


Figure 7.- Variation of the maximum lift-drag ratio with Mach number for the various external store configurations mounted on the model.



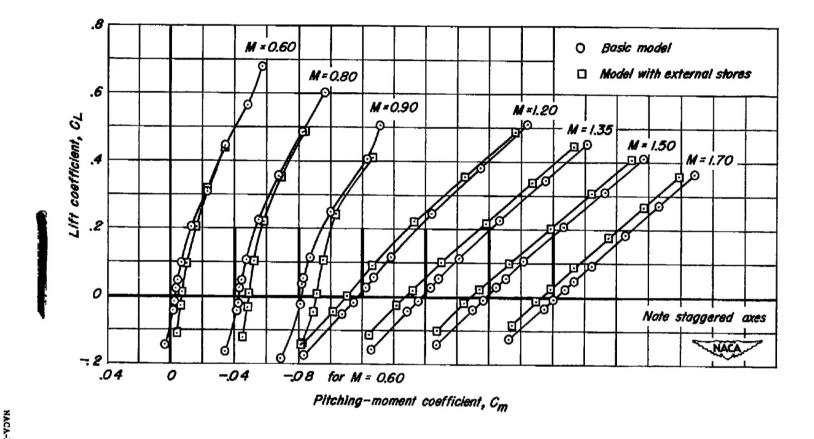


Figure 8.—Variation of pitching-moment coefficient with lift coefficient for the basic model and for the model fitted with two external fuel tanks and four faired rocket packets mounted on unswept pylons.

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